

	A	B	C	D	E	F	G
1	## North America Emission Control Area Fuel Oil Non-Availability Report						
2	## ECA0100						
3	## 1	2	3	4	5	6	7
4	##	Thome Ship Management	Nordic Hanne	SG	9340128	8/13/2015	JOSE TERMINAL VENEZUELA
5	##(Include Double Pound for comments, not form fields)						
6	##Report Form ID	Ship Operator Name	Vessel Name	Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice

	H	I	J	K	L
1					
2					
3	8	9	10	11	12
4	NEW YORK	JOSE TERMINAL VENEZUELA	New York	NA	NA
5					
6	Name of Ports after First Notice	Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption	Name of Original Fuel Supplier with Disruption	Number of Fuel Suppliers Contacted

	M	N	O	P	Q	R
1						
2						
3	13	14	15	16	17	18
4	8/18/2015	16:00	1.58	11	WESTVILLE	Y
5						
6	Date of Entry in the ECA	Time of Entry in the ECA	Sulfur Content of Non-Compliant Fuel Oil	Projected Hours on Main Propulsion	Name of First POC	Compliance Fuel Oil Available at First POC?

	S	T	U	V	W
1					
2					
3	19	20	21	22	23
4	N	NA	NEW YORK	Y	Y
5					
6	Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC	Name of Second POC	Compliant Fuel Oil at Second POC?	Plan to Bunker Compliance Fuel Oil at Second POC?

	X	Y	Z	AA	AB
1					
2					
3	24	25	26	27	28
4	1	8/31/2015	3:45 Y		5
5					
6	Number of Fuel Suppliers Contacted at the Second POC?	Date of Exit from ECA?	Time of Exit from ECA?	Has this vessel operated in the ECA in previous 12 months?	Number of Separate Visits to the ECA

	AC	AD	AE	AF	AG
1					
2					
3	29	30	31	32	33
4	5 N		1 Mr Rohit Talwar		Rohit.Talwar@thome.com.sg
5					
6	Number of Ports visited in the ECA	Previously submitted ECA0100 forms?	Number of Submitted Reports	Designated Corporate Official Name	Designated Corporate Official E-mail

	AH
1	
2	
3	34
4	6591792788
5	
6	Designated Corporate Official Phone Number

	AI	
1		
2		
3		35
4	The MT NORDIC HANNE entered into the ECA area and switch over to LSMGO on 18-Aug-15 at 1600 local time. The vessel received orders to proceed to Westville Terminal in Philadelphia. At that time there was sufficient LSMGO bunker fuel for intended voyage to call Westville and then New York, where the vessel was to receive LSMGO bunker fuel. However, instead of intended 24 hours port stay at Westville, the NORDIC ANNE remained at Westville anchorage for six days due to the high H2S level in Naphtha cargo resulting in continuous purging and LSMGO fuel consumption. On 26-Aug at 1000 local time, just prior to arrival New York the vessel consumed the LSMGO and switched over switched over to HFO. The vessel received	
5		
6	Description of Actions to Achieve Compliance	